



## National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BOWLEYS QRTRS, MD	<b>Accident Number:</b>	BF086FA042
<b>Date &amp; Time:</b>	08/17/1986, 1852 EDT	<b>Registration:</b>	N31AB
<b>Aircraft:</b>	PIPER PA-30	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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### Analysis

DRG ARR, TRACON GAVE THE PLT THE ARPT WX & PROVIDED VECTORS FOR AN ILS RWY 32 APCH. THE PLT INQUIRED ABOUT A CELL THAT HE UNDERSTOOD WAS OVER THE ARPT & WAS ADVISED TO STANDBY WHILE THE CONTROLLER (CTLR) CHECKED ON IT. THE CTLR CONTACTED TWR PSNL WHO ADZD THE VIS WAS 1 MI IN HVY RAIN, BUT THE PLT WAS GIVEN A FREQ CHG BFR THE INFO WAS PASSED ON TO HIM. HOWEVER, THE FINAL CTLR ADZD HIM OF THE CELL WHICH WAS OVR THE NDB. THE NDB WAS 1.6 MI FM RWY 32, ALONG THE ILS COURSE. THE PLT ELECTED TO CONT THE APCH & WAS CLRD TO TWR FREQ. AS THE ACFT APCHD THE NDB, RADAR SHOWED IT WAS OFF COURSE. THE TWR CTLR TRIED TO GIVE THE PLT CLIMB-OUT INSTRNS, BUT THE PLT DECLINED THEM & SAID HE WAS HAVING TROUBLE CTLG THE ACFT. THE PLT'S LAST TRANSMISSION WAS TO ACKNOWLEDGE HE WOULD TURN 180 DEG TO ABANDON THE APCH. WITNESSES SAW THE ACFT COME OUT OF CLOUDS IN A STEEP DIVE & CRASH ABOUT 1 MI FM THE ARPT IN 10' TO 15' OF WATER BFR RECOVERING. NO PREIMPACT MECHANICAL PROBLEMS WERE FND. A WX STUDY SHOWED CLOUD BASES AT 700' & WX ECHOS OF AT LEAST MOD INTENSITY (VIP LVL 2).

### Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

### Findings

1. (F) WEATHER CONDITION - LOW CEILING
  2. (F) WEATHER CONDITION - RAIN
  3. (F) WEATHER CONDITION - TURBULENCE IN CLOUDS
  4. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

5. TERRAIN CONDITION - WATER,ROUGH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/14/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2151 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N31AB
<b>Model/Series:</b>	PA-30 PA-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30-743
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	05/09/1986, Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	45 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320-B1A
<b>Registered Owner:</b>	ADB ENGINEERS, INC.	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	ARTHUR BENJAMIN	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BWI, 146 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1853 EDT	Direction from Accident Site:	250°
Lowest Cloud Condition:	Unknown / 700 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C / 22° C
Precipitation and Obscuration:			
Departure Point:	ASHEVILLE, NC (AVL)	Type of Flight Plan Filed:	IFR
Destination:	BALTIMORE, MD (MTN)	Type of Clearance:	IFR
Departure Time:	1558 EDT	Type of Airspace:	Class D

## Airport Information

Airport:	GLENN L. MARTIN STATE (MTN)	Runway Surface Type:	Concrete
Airport Elevation:	24 ft	Runway Surface Condition:	Wet
Runway Used:	32	IFR Approach:	Localizer Only
Runway Length/Width:	8100 ft / 180 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	AL DICKINSON	Report Date:	06/14/1988
Additional Participating Persons:	WAYNE K GILES; VERO BEACH, FL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).